

AMENDMENTS TO THE SPECIFICATION

IN THE SPECIFICATION:

Please replace paragraph [0032] on page 6 as follows:

[0032] A variety of sensors such as the above-mentioned TPS 16, intake air quantity sensor 18, O₂ sensor 22, pressure sensor 44, and a crank angle sensor 42 that detects the crank angle of the engine 1 are connected to the input side of the ECU 40, and detection information acquired by these sensors is inputted to the input side of the ECU 40. It should be noted that the engine speed Ne is calculated based on the crank angle detected by the crank angle sensor 42.

Please replace paragraph [0050] on page 10 as follows:

[0050] The target air-fuel ratio setting element 470 is intended to set the target air-fuel ratio (target A/F) based on the engine speed information, and throttle angle information or actual intake air quantity detected by the AFS 18~~throttle angle information, and target intake air quantity set by the target intake air quantity setting element 460, and so forth.~~ When the target air-fuel ratio setting element 470 has set the target air-fuel ratio, the fuel injection quantity setting element 480 sets the fuel injection

quantity so that the actual air-fuel ratio can be equal to the target air-fuel ratio. The drive pulse width of the fuel injection valve 6 is then set so that the set fuel injection quantity can be achieved.